SPORT OF THE WAINWRIGHT BOARD

MIONS OF THE AMERICAN AND SPANISH SHIPS IN THE ENGAGEMENT SHOWN

ard of Navigating Officers on the can and Spanish ships in the er dimensions the tactical turn been so greatly magnified. The

ter the engagement. Very re-CHARD WAINWRIGHT, ler, U.S. N., senior member.

POSITION NO. 1.

Spanish vessels had come out of the harbor and their positions were: Maria Teresa, two and onehalf miles southwest of Morro: the Vizcaya, the on and the Oquendo in the order named behind The positions of the American vessels were The New-York had moved two and one-tenth miles The Brooklyn had started north, swerved to the northeast and toward the mouth of the harbor and was turning east on the swing she made to the right and around to the westward

NAVAL BATTLE on advance of the Teresa, being one and seven-tenths miles from that vessel, six-tenths of a mile from and directly in the line of the Oquendo, seven-tenths of a mile from the Colon and two-tenths of a mile from the Colon and the colon

ther out to sea. The Iowa was eight-tenths of a

POSITION NO. 5

POSITION NO. 6.

#### Register and enroll as a Republican to-day!

THE RESOLUTE TO BE DISINFECTED.

still at Quarantine, and will be held there for disinfection. Dr. Doty, the Health Officer of the Port said yesterday in regard to the cruiser: "This vessel comes with a history of possible in-

fection. The man who died was not ashore at Havana, but it is said was ashore at Nuevitas, bunting alligators, and received the first illness when chilled after overheating. However, the man died, and I am assured that the autopsy showed evidence of yellow fever The steamer was sent

# MARIANI

MARIANI WINE --- The World-Famous Tonic.



#### SIR EVELYN WOOD Says:

"Regarding the infantry marching in the recent manœuvers, it was the best seen during my command at Aldershot. Many officers availed themselves of the tonic and reconstituent properties of the well-known Mariani Wine, the most certain as well as the most palatable method of inducing resistance to fatigue."

From "The London Shetch."

#### York City writes in his book "Brain Rest," published by G. P. Putnam's Sons:

"Of all tonic preparations ever introduced to the notice of the profession Vin Mariani is undoubtedly the most potent for good in the treatment of exhaustive and irritative conditions of the central nervous system.

### STEAM AS A FACTOR IN WAR

REPORT OF COMMODORE MELVILLE, ENGINEER-IN-CHIEF OF THE NAVY.

LESSONS LEARNED IN THE CONFLICT WITH SPAIN-IMPORTANCE OF SWIFT SHIPS

DEMONSTRATED. Washington Melville, in his annual report to the Sec the Navy, sums up the practical lessons of the war with Spain under eleven succinct heads, in regard to none of which can there be any reasonable

controversy. He save:

The war which has just ended is the first in which modern steam vessels have had a thorough trial, and it seems pertinent to note the more important lessons which have been taught by our experience. With respect to the machinery they are as follows:

First—'the vital necessity of giving the machinery controversy. He save:

#### DR. J. LEONARD CORNING of New FROM THE SURGEON-IN-CHIEF OF THE FRENCH ARMY:

During long, tedious marches our soldiers and officers found instant relief from fatigue and hardships when using the marvellous tonic Vin Mariani; it prevents

H. LIBERMANN, M. D.,

e list to sen we were able to give the regular ips a fair complement of trained ones, but had e war been of long duration we should have en greatly embarrassed to supply the places of one disabled or invalided. Volunteers however if trained in after ways, cannot entirely replace regular officer. he regular efficer. Tenth—That we must make provision for training

erunt feature to day than the maintenance of such a ship, well stocked, with every large fleet. Therefore an appropriation is asked for the purchase of another ship, and also for the equipment of another The Engineer-in-Chief says that there was a re-

markable absence of casualties in the machinery departments of the vessels of the fighting squadron in the war. Even in action, when forced draught conditions were in operation and the excitable roundings, the report shows that the machiners not only worked well generally, but that in no case was it greatly distressed. This is a fine com-mentary on the personnel as on the machinery. But the torpedo-boats could not show the same excellent record. The report says:

It is a sad affair that nearly every one has had some accidents, and the machinery of some at the close of the war was in a condition that can only be described as horrible, where boilers were burned, cylinder-covers broken, pistons and valves stuck and everything in had shape. This condition of affairs seemed attributable to two causes, the alsence of trained emineering supervision and the use of boats for duty to which they were not adapted.

that it did not require much experience to prove that torpedo-boats cannot be used safely as dispatch bonts and as tenders to blockading ships far from bases of supplies or facilities for efficient re-pairs. Primarily they are intended for high-speed

pairs. Primarily they are intended for high-speed spirts, where success or failure in the use of their special weapon should be quickly demonstrated. For this they are expecially built, and for this they should be solely kept.

Great stress is laid on the importance of water-tube boilers, and it is said that it would now be hard to find any designs for the machinery of new vessels which do not include water-tube boilers owing to the demand for small weight and high speed. It is said that the Bureau had prepared plans for such boilers for the battle-ships last contracted for, but was prevented from installing them because of the Department's decision that the ships should be identically of the Albourn class. The individual plans, however, which were finally accepted, will result in the use of water-tube boilers for these shires.

Reference is made to the remarkable performance.

repted, will result in the use of water-tube bollers for these ships.

Reference is made to the remarkable performance of the little Turbina in England, but it is said that the results obtained do not yet warrant an expectation of the substitution of the turbine for the steam engine in the near future, though the experimental work will be carefully watched.

The Engineer-in-Clief includes in his report a strong recommendation looking to the early advancement of the Personnel bill now pending in Congress.

No Republican should be too careless or too cowardly to register. Register to-day.

THE NEW-ORLEANS AT PHILADELPHIA. Philadelphia, Oct. 20.-The first of the war vessels to arrive to participate in next week's peace fubl-Delaware Ray and River to-day and anchored off League Island Navy Yard. The New-Orleans came here direct from Forto Rico. She will remain at anchor off the Navy Yard antil assigned her posi-tion in the naval parade off the city front on Tues-

SIGHTED NANTUCKET LIGHTSHIP. The German steamer Helen Rickmers, which ar-

ived here yesterday from Hamburg and Havre, peported that for ten days, from October 6 to 16, she

experienced heavy gales.

When she passed the usual station of the Nantucket Lightship the vessel was not at her anchorage. Later the Rickmers found the lightship about fourteen miles out of its regular position in latitude 40.39 north, longitude 70.10 west. The position was given to the keeper of the lightship, who said that the heavy storms had driven her from her anchorage.

MAJOR SEAMAN SAILS FOR PORTO RICO. The transport Berlin, which left her pier for Sanisgo and Porto Rico Wednesday night, did not pass outside the Hook until early yesterday morning. Among her passengers was Major L. L. Seaman, surgeon of the 1st Regiment of Volunteer Engineers. Dr. Seaman came north on the transport Obdam in charge of sick and convalescent

# Braces Body and Brain

MARIANI WINE has written endorsements from more than 8,000 American Physicians.

### MARIANI WINE is Specially Indicated for:

Nervous Affections, Throat and Lung Diseases, Dyspepsia, Anaemia, Weakness from whatever causes, Profound Depression or

LA GRIPPE, GENERAL DEBILITY, MALARIA.

### MARIANI WINE gives STRENGTH

Overworked Men, Delicate Women, Sickly Children

## Dispels WEAKNESS from Whatever Causes.

SPECIAL OFFER-To all who write mentioning this publication, we will send a book

containing portraits and endorsements of EMPERORS, EMPRESS, PRINCES, CARDINALS, ARCHBISHOPS and other distinguished personages.

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#### MARCHING OF ENGLISH SOLDIERS.

General Sir Evelyn Wood says: "Regarding the infantry marching, it was the best seen during my command at Aldershot, or since I was first stationed there 28 years ago. Many officers availed them- thing in the nature of a tonic, and for this selves of the tonic and reconstituent properfevers and sickness in the marshy and un- ties of the well-known Mariani Wine, the most certain as well as the most palatable method of inducing resistance to

TERRORS OF LA GRIPPE.

From the Chicago "Medical Era."

"Many patients recover very slowly. The lassitude and weakness calls for some-

preparation that answers the purpose. I refer to Vin Mariani."

purpose I am satisfied that I have found a



soldiers. He went to Washington as a witness before the War Investigating Commission. On Wednesday he was ordered to report to his regi-ment in Porto Rico, and at once arranged for transportation on the regular weekly transport.

To-day and to-morrow are the last days of registration for the election on November 8.

Be sure to get your name on the books. THIRD CAVALRY GOING TO HUNTSVILLE. Colonel Amos S. Kimball, Deputy-Quartermaster-General at the Army Building, has received orders to arrange for the transportation of the 3d Cavalry from Fort Ethan Allen, Vermont, to Huntsville, Ala. The regiment will first go to Philadelphia to take part in the peace celebration next week, and will eventually go to Porto Rico for garrison duty. It saw service under General Shafter in the cam-

FALL RIVER SCHEME RATIFIED.

MILLS AGREE TO THE POOLING AND CURTAIL. MENT PLAN.

Fall River, Mass., Oct. 20.-A majority of the Fall River cotton manufacturers this afternoon ratified the pooling movement and the policy of curtailing production established a few days ago. curtailing production established a few days ago. The goods which are to be placed in the hands of these trustees are as follows: Twenty-four-inch 64 by 66s, is-inch 64 by 60s, is-inch 56 by 56s, and Is-inch 64 by 60s, comprising the bulk of the print goods made here. The mills that do not desire to curtail agree to pay in haif a cent a spindle for every week that they run in excess of the time set for such curtailment. The agreement calls for four weeks' curtailment of production in the next times months, and the goods to be pooled include those new made and those to be made in the next five months.

BURGLARS BUSY ON STATEN ISLAND. Three burglaries were committed on Staten Island early yesterday morning. The thieves en-tered the home of Tunis E. Butler, a contractor, living in Richmond Road, Garretsons, and going

living in Richmeni Road, Garretsons, and going to the room where Mr. Eutler was sleeping, stole a gold watch and chain and \$5 in cash.

Burglars also entered the home of Henry T. Boody, in Bard-ave., West Brighton. They stole a topcoat and a marble clock. The last place visited by the thieves was the store of Louis Markesto. In Artetta-st., Tompkinsville, where they helped themselves to cigars, candy, fruit and silver spoons. It is supposed that the thieves belonged to a gang, and that they worked in unison.

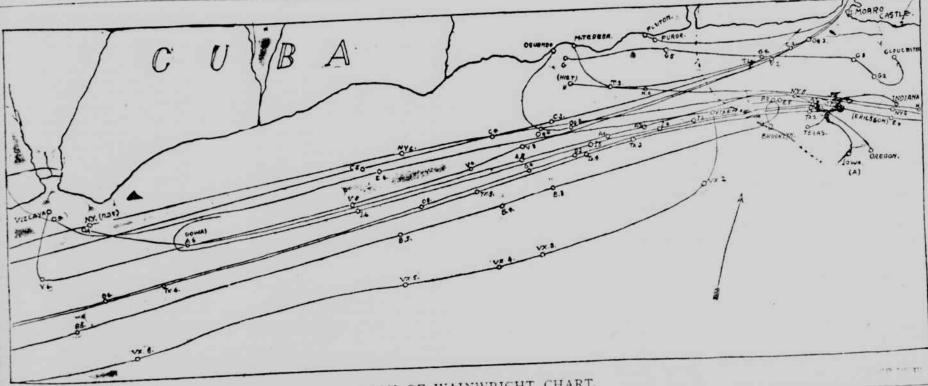
MINING DEAL IN NOVA SCOTIA.

Halifax, N. S., Oct. 20 -One of the largest mining deals ever known in Nova Scotia is now on. A syndicate of Halifax men controls the transaction. The purchaser is a large English convern, which had representatives here all summer. Hundreds of thousands of dollars are involved, and some fine properties are included in the bunch. The Pictou and Jubilee mines, at Renfrew; the Oland, Shepshard, Ferguson and Salisbury mines, at Montague, and the Gus Wilson mine, at Waverley, together with extensive water power an immense tract of land, chlorination plant, hotel and other buildings are included in the deal. The purchaser is a large English concern, which

Enropean Advertisements.

EUROPEANS AND TRAVEL LERS will find the London office of The Tribune, 149 Fleet Street, a convenient place to leave their advertisements and subscriptions for The Tribune.

Hotel de Lille et d'Albion,
223, Ruß ST. HONORE, PARIS.
BETWEEN THE TUILERIES GARDENS, PLACE VENDOME AND NEW OPERA. ADVANTAGEOUS ARRANGEMENTS FOR FAMILIES. BEAUTIFUL HALL,
LARGE DRAWING ROOMS, ELECTRIC LIGHT, 4C,
TELEGRAMS, "LILLALBION," PARIS.
MENRY ABADIE.



PORTION OF WAINWRIGHT CHART.

tourse. She was eight-tenths of a mile from the Vizcaya at Position No. 2. The Texas first went Vizcaya at Position No. 2. The Texas first went value half-mile, swinging toward the harbor, then turning to the left she is at No. 2, a half-mile turning to the left she is at No. 2, a half-mile disinfection from the quarantine officer, which indicates that there is possibly some infected material on board, and as the vessel was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which indicates that there is possibly some infected material on board, and as the vessel was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which indicates that there is possibly some infected material on board, and as the vessel was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which indicates that there is possibly some infected material on board, and as the vessel was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which indicates that there is possibly some infected material or board, and as the vessel was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which in the foreign the foreign the was ordered to New-York. She brought a certificate of partial disinfection from the quarantine officer, which in the foreign the foreign the work was ordered to New-York. She brought as certificate of partial disinfection from the quarantine officer, which in the foreign t hree-tenths behind the lows. The Gloucester's first start was half a mile directly away from the larbor, but swinging to the right had advanced loward the Spanish ships, being one and sevenleaths miles from the nearest, the Oquendo.

POSITION NO. 2. At 10:15 a. m. the Maria Teresa turned to run ashore She was five and a half miles from Morro. The Vizcaya was two and three-tenths miles west from the Teresa, the Oquendo one and two-tenths miles and the Colon one and four-tenths miles in advance of the Teresa. The American vessels were as follows: The New-York had come within three miles of Morro, being southeast of that point. The Brooklyn had made her swing to the westward, crossing her track, and was two and a half miles south and west of the Teresa and one and three-tenths miles directly south of the Colon, one and one-tenth miles and a little behind the Vizcaya, one and three-tenths miles and a little in advance of the Oquendo. The Texas was one and two-tenths some and four-tenths miles from and behind the next Spanish ship the Oquendo. The Iowa was one and one-tenth miles from the Teresa and a little closer is, but not quite as far west as the Texas. The Oregon had palled up and passed the Texas at the Iowa. She was a little further out than the Texas and the Iowa little further out than the Iowa. She was

ADDRESSES OF ROUGH RIDERS WANTED. Brigadier-General Wallace F. Randolph, the musering officer at the Army Building, is anxious to have at least twenty members of the 1st Volunteer Cavalry (Rough Riders) send their addresses to him, so that they may be mustered out of the service. Each one of these men has some financial interest in this matter, as an average of \$500 each is due to them. The men were those who left Camp Wikoff on furlough before the regiment was mustered out of the service. The list of Rough Riders includes Braxton Griggsby, Troop E, secretary of Charles T, Yerkes, of Chicago, Mr, Griggsby, according to his friends here, is now in the South, where he went to recuperate after the campaign.

Among the others on the list are: Among the others on the list are:

Troop A -EDWARD O'BRIEN GEORGE O. OSBORNE
and RUFL'S S. MARINE
Troop B -WALTER G. GREGORY
Troop D -GEORGE M'MUETY and KORMAN L. ORME.
Troop P - Corpera' ALEERT POWERS
Troop P - Corpera' ALERT POWERS
Troop G-RICHARD WILMINGTON and JOHN E. EDMUNDS
Troop K - ROSCOE R. CHANNING
Troop K - ROSCOE R. CHANNING
WARD CULVER.
The evillational papers of these men do not show

of vessels in reserve frequent tests under working conditions, so that any defects may be discovered and remedied before war makes the vessels structures absolutely necessary. In several cases defects were found after the ships had begun cruisfing, and the repairs laid them up in the midst of the war.

Second—The great importance of having all our naval stations in positions of strategic value properly fixed out for repairs and with adequate supplies of nonperishable stores. It had been exident for a long time that Key West was such a station, but money to put in a proper repair plant was refused year after year, and only granted after the war had begun. The movement of large bodies of troops and their equipment almost blocked the railroads, so that after the beginning of the war it was almost impossible to secure the forwarding of tools and supplies.

Third—That fresh water for the bollers is almost as important as coal, and that a distilling ship is an important addunct of a fleet operating away

as important as coal, and that a distilling ship an important adjunct of a fleet operating average from a base where fresh water can be readily

tained.

Fourth—That every fleet needs a repair ship to enable the efficiency to be maintained without leaving the station, and consequently that several shipe should be equipped so as to be ready to proceed with the fleet. ceed with the fleet.
Fifth—The great tactical advantages of watertube bollers. This has already been discussed
under another head.

Sixth—That if more than two main engines are to be fitted, there should be three engines driving three screws, and not two main engines on each shaft. The New-York and Brooklyn had their forward engines disconnected at the time of the Santiago fight and could not ston to couple them. An accident to any part of either of the two engines on a shaft disables half the power, in the three-screw ship this fraction would be only a third. third.
Seventh—That there should be frequent trials under forced draught to keep the blowers in good condition and to make the men thoroughly familiar with working under maximum conditions. It appears that some of the ships had never been under

THE ENGINEERS ACHIEVEMENTS. With pardonable pride the report dwells on the tremendous amount of work accomplished by the

